





INITIAL FINDINGS

An initial evaluation of numerous options have revealed the following:

-  There are no “easy” options.
-  Transit locations need to consider a holistic view of Center City.
-  Opportunities exist to integrate new service with current transit infrastructure.
-  A tunnel under Center City streets would minimize conflicts and maximize capacity, but has more risk and higher cost than surface options.

WHAT OPTIONS HAVE BEEN ELIMINATED?



Mixed-traffic options

- Public has strong desire to maintain reliable transit travel time



Elevated options

- Significant visual impacts
- Difficult to place support structures in street ROW

UPCOMING PUBLIC MEETINGS

August 1 – Uptown Library: 310 N Tryon Street, Charlotte, NC 28202 (11:00 am – 1:00 pm)

August 2 – Charlotte Mecklenburg Fire Dept. Headquarters: 500 Dalton Ave., Charlotte, NC 28206 (6:00 pm – 7:30 pm)

FOR MORE INFORMATION

VISIT:
ridetransit.org

CONTACT:
Call Center: 704-336-7433 (RIDE)
Toll Free: 1-866-779-2287 (CATS)
TDD: 704-336-5051
EMAIL: telltransit@charlottenc.gov



Online Survey available at:
LYNXSystemUpdate.metroquest.com



Last Updated: 7/16/18

July 2018 Update



Regional transit comes together in Center City Charlotte

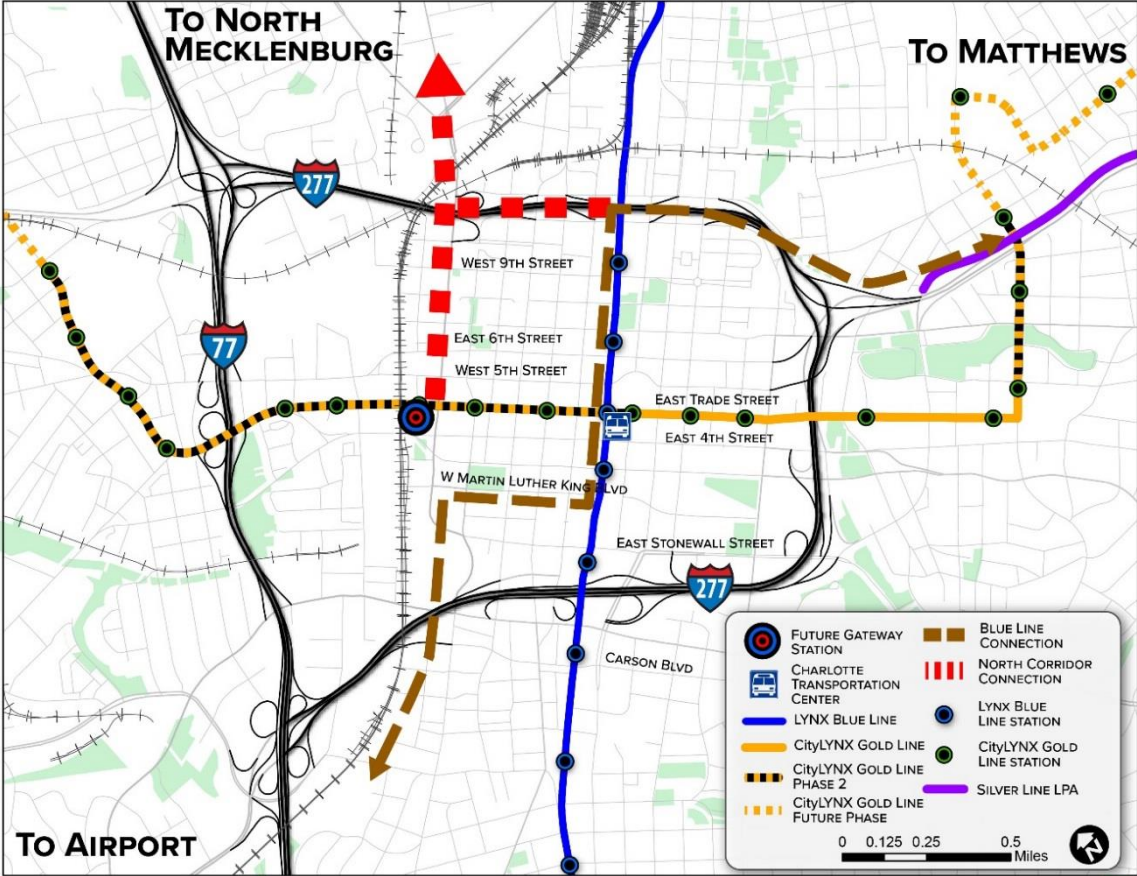
CATS is updating its 2030 Transit System Plan. This study is reviewing options in the North and West Corridors to identify a viable near-term solution to address many diverse transit needs and land use goals, as well as integration into Center City. A key focus of this study is to determine how existing transit infrastructure, like LYNX Blue Line and CityLYNX Gold Line, as well as future transit infrastructure from the Southeast, West and North will come together in Center City.

WHAT ARE THE CENTER CITY CONNECTION OPTIONS?

The LYNX Silver Line study process identified the opportunity to create a single east-west light rail corridor that extends from Matthews to the airport and potentially beyond. This would create a single seamless corridor similar to the LYNX Blue Line and recently constructed LYNX Blue Line Extension. There are four options currently under consideration to create a connection from LYNX Silver Line through Center City to the West Corridor.

Blue Line Connection

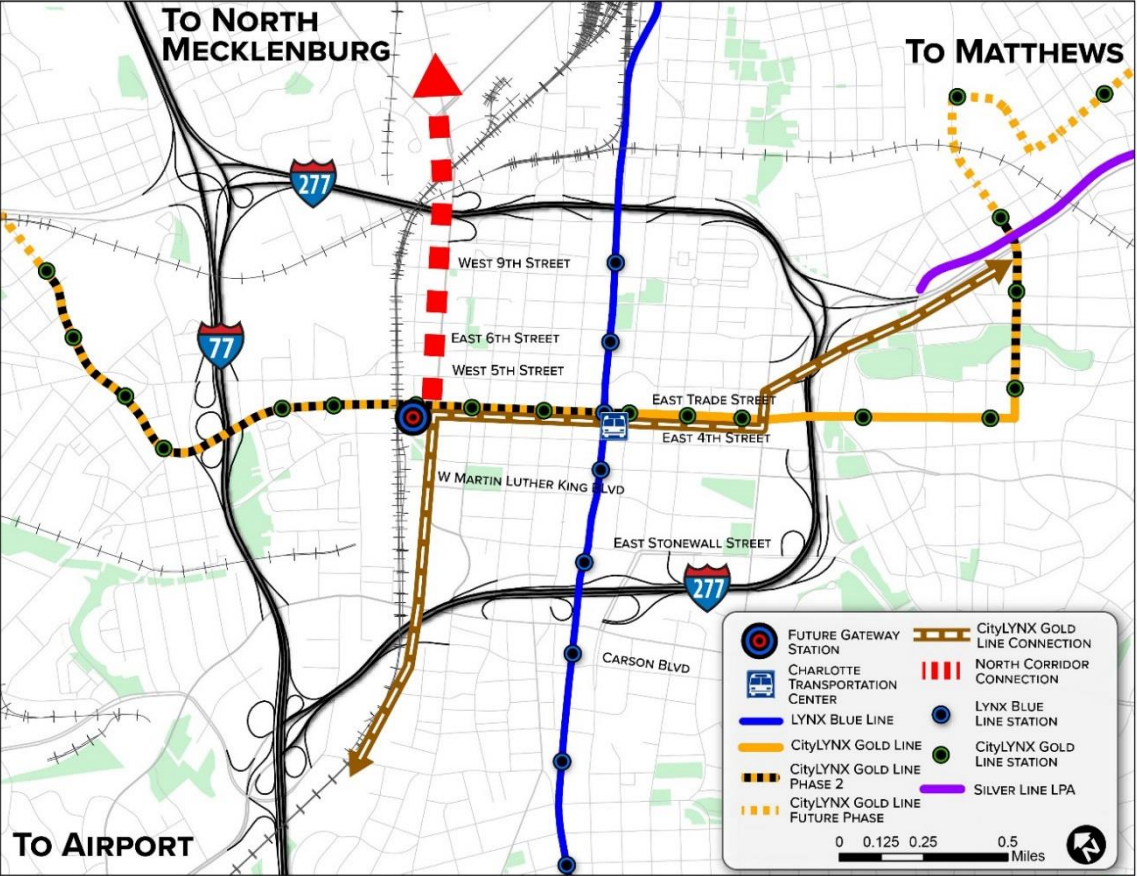
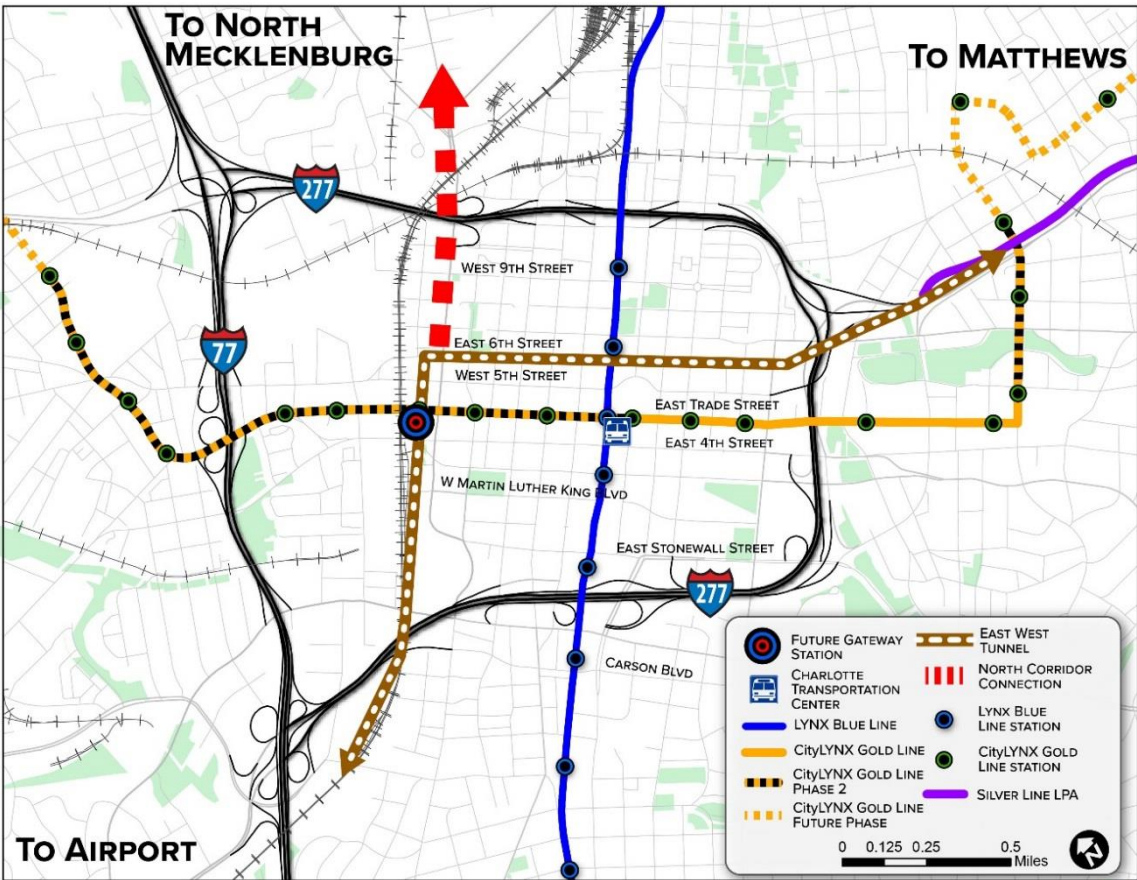
Light rail could use Carson Blvd. or MLK Jr. Blvd. to connect to the Blue Line, then share Blue Line tracks through Center City. The MLK option would be close to Gateway Station. Using existing tracks costs less than constructing all new tracks; however, service may be slower than in a tunnel. Upgrades to the Blue Line may be needed.



East-West Tunnel

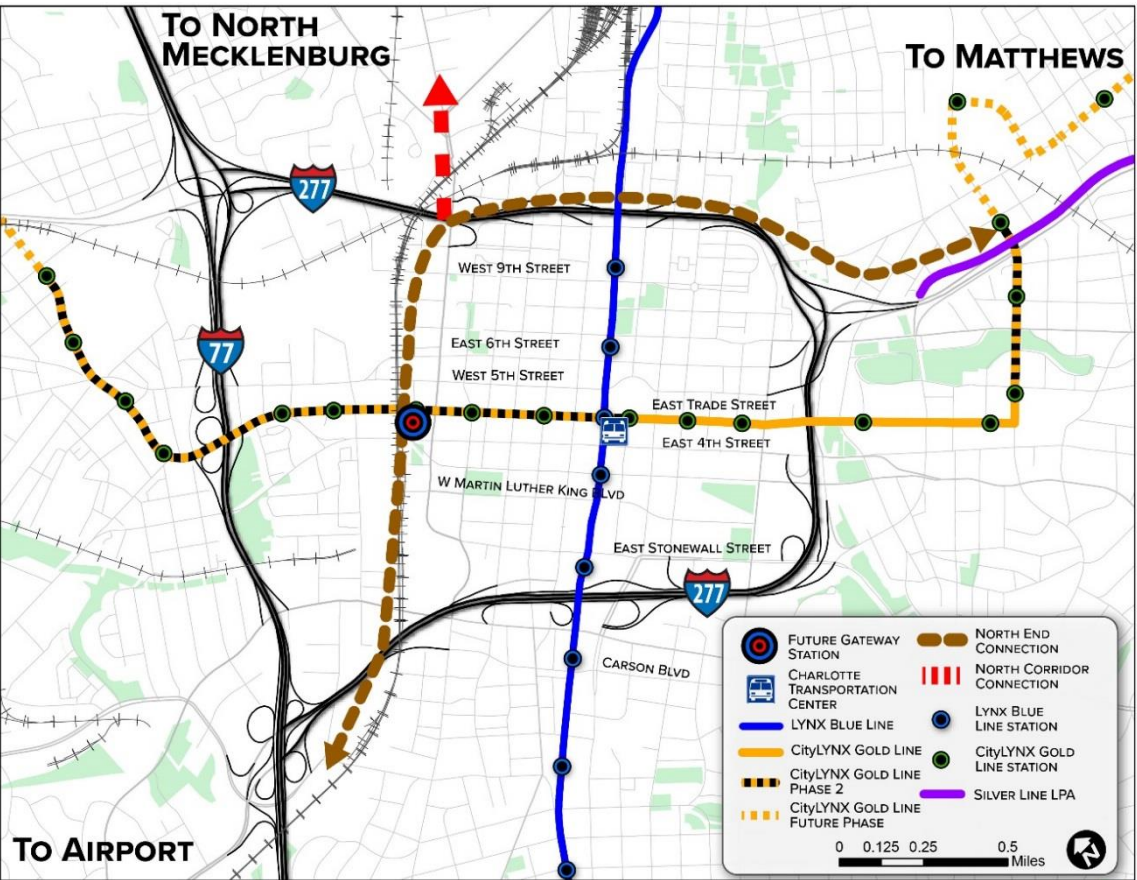
Light rail would be constructed in an east-west tunnel under Center City to provide new transit capacity. The tunnel would extend approximately one mile, generally from Graham Street to I-277.

A tunnel would have fewer impacts to vehicular and pedestrian traffic. It would enable fast and reliable service; however, it would have high costs and risks for construction compared to surface options.



Gold Line Connection

Light rail could use upgraded Gold Line tracks along Trade Street through Center City. Trade Street would be reconfigured to prioritize transit and may restrict auto access. Using existing tracks costs less than constructing all new tracks; however, service may be slower than in a tunnel. Upgrades to Gold Line facilities would be needed.



North End Connection

Light rail would be constructed in a tunnel along Graham St., connecting to a new surface route parallel to I-277. A tunnel under Graham St. would be slightly shorter than an east-west tunnel.

This tunnel would have fewer construction risks than the east-west tunnel. Service would be faster and more reliable than routes running in the middle of streets. However, it would bypass the middle of Center City.